

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1316. 日一十月八年五十二緒光

FRIDAY, SEPTEMBER 15, 1899.

五拜禮

號五十月九英港香

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE-BANK, LIMITED.
ESTABLISHED 1858.

CAPITAL (SUBSCRIBED AND PAID-UP) Yen 12,000,000
RESERVE FUND 7,300,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 3 per cent.

" 3 " 4 " 5 " 6 " 7 " 8 " 9 " 10 " 11 " 12 "

S. CHOH, Agent.

Hongkong, 1st August, 1899. [382]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. HANKOW.
CHEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months.
4% " " " 6 " "
5% " " " 12 " "

E. W. RUTTER, Acting Manager.

Hongkong, 15th October, 1898. [1237]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital 1,000,000
Paid up Capital 324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq.
Chow Tung Shing, Esq.
D. Gillies, Esq.
J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 30th May, 1899. [8]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP 800,000
RESERVE FUND 800,000
RESERVE FUND 500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 " "
" 3 " 2 " "

T. H. WHITEHEAD, Manager, Hongkong.

Hongkong, 20th May, 1898. [151]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL 10,000,000
RESERVE FUND 11,000,000
RESERVE LIABILITY OF PROPRIETORS 10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. STEPS, Esq., Deputy Chairman.
E. Goetz, Esq.

A. Hunt, Esq.
R. H. Hill, Esq.
The Hon. J. K. Kewick, Esq.
A. McConachie, Esq.

Chief Manager,
HONGKONG—SIR THOMAS JACKSON.

Shanghai—J. P. WARD, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

THOMAS JACKSON, Chief Manager.

Hongkong, 19th August, 1899. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. No interest may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.
Depositors may transfer at their option balances of 500 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
THOMAS JACKSON, Chief Manager.

Hongkong, 1st August, 1899. [10]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	Coromandel	F. W. Vibert, R.N.R.	to A.M., 16th Sept.	Freight or Passage.
LONDON, &c.	Bengal	S. Barcham	Noon, 16th Sept.	Freight or Passage.
JAPAN	Rosetta	C. C. Talbot, R.N.R.	4 P.M., 16th Sept.	Freight or Passage.
JAPAN	Candia	W. H. Haughton, R.N.R.	About 18th Sept.	Freight only.
LONDON	Canton	C. F. Lockstone, R.N.R.	About 21st Sept.	Freight or Passage.
LONDON	Candia	W. H. Haughton, R.N.R.	About 21st Oct.	Freight only.

* (Passing through the Inland Sea.) † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 15th September, 1899. [5]

Intimation.

PORTSMOUTH, August, 1899.

At the Banquet given by the town to the
British Medical Association,
WIKLINSON'S GOLD MEDAL
LIQUEUR WHISKY
was specially asked for and supplied.

\$7.50 per dozen.

WATKINS, LIMITED,

(SOLE CONSIGNEES.)

Insurances.

IN 1897 THE NEW-YORK LIFE INSURANCE CO.

(In 313 working days of eight hours each.)
PAID TO ITS POLICY-HOLDERS.

EVERY SECOND \$2.15

EVERY MINUTE \$129.19

EVERY HOUR \$7,751.38

EVERY DAY \$62,011.04

EVERY WEEK \$373,258.76

EVERY MONTH \$1,617,454.63

G. \$19,409,455.61
From January 1st to December 31st.
Head Office for the EAST, SHANGHAI.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNHOLD, KARBURG & CO. and BIRLEY DALRYMPLE & CO., Agents, Hongkong.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS.
HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT THOS. SKINNER
DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL AND CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street, Hongkong, 4th January, 1899. [28]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPKUE, DYSENTRY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers), 9, Old China Street, Shanghai.

14th October, 1898. [144]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the PAVILION, on TUESDAY, the 19th instant at 5.15 P.M.

JAMES A. LOWSON, Hon. Secretary.

Hongkong, 1st September, 1899. [1162]

WANTED.

A SMART PORTUGUESE YOUTH about 20, MUST be Quick at Figures. Apply by Letter, stating Salary required to "A.H." c/o This Office.

Hongkong, 7th September, 1899. [1140]

BOARD AND RESIDENCE

HONGKONG HOTEL.

On Monthly Terms from 1st May, 1899.

"CANADIAN CLUB" RYE WHISKY.

Distilled and bottled by:
HIRAM, WALKER & SONS, Limited.
Age and Genuineness Guaranteed by the Excise Department of the CANADIAN GOVERNMENT by Certificate over the Capsule of every Bottle.

Has the Largest Sale of any RYE WHISKY in the World.

CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS.

SOLE AGENTS.

15, Queen's Road, Hongkong, 5th September, 1899. [15]

CLUB WHISKY IS THE BEST.

\$12.00 PER DOZEN.

H. PRICE & Co.,

13, QUEEN'S ROAD.

Hongkong, 19th May, 1899. [20]

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36]

NEW FIRE GRATES.

NEW SEWING MACHINES.

HAND and TREADLE.

THE BEST AND CHEAPEST ON THE MARKET.
THE MOST POPULAR IN THE ORIENT.

W. POWELL & Co.,

Immed. Opposite P.O., 1st floor.

THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS COMPANY, LTD., LONDON.
DODWELL & CO., LIMITED, General Agents.

"An Honest Tale Speeds Best." Shakespeare.

IF EVERY AGENT

told an absolute "honest tale," this is about what he would say to an intending Assurer:-

"You can only rely on the guaranteed amounts. Dividends are guaranteed also, but not their amounts. No Company, mine, or any other can promise, in advance, the amount of future dividends. You can rely on any of the good Companies paying you a reasonable share of the profits earned. You must decide for yourself which Company will make the BEST returns. SURPLUS, and SURPLUS EARNINGS, should be your guide."

That would be an absolutely honest tale, and would certainly speed best for the

EQUITABLE

SURPLUS £11,939,885 Sterling.

Do you know what the Guaranteed Cash value Policy is? If not, in your own interest, inquire.

Hongkong Office—9, Praya.

F. KIENE, Acting Manager, Hongkong.

1063a]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong Electric Company, Limited, will be held at the COMPANY'S OFFICES, Queen's Buildings, Victoria, in the Colony of Hongkong, TO-MORROW, the 16th day of September, 1899, at 12 o'clock NOON, when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Company held on the 26th day of August will be submitted for confirmation as a SPECIAL RESOLUTION.

RESOLUTION.
1. That the Capital of the Company be increased to the Sum of \$600,000 by the issue of 30,000 New Shares of \$10 each, which shall be considered part of the Original Capital and be subject to the provisions in the Articles of Association contained with reference to calls, transfer, transmission, lien, surrender, voting power and otherwise and that the Directors be authorized to issue such New Shares at par.

2. That the said New Shares be offered to the persons who on the 16th day of September, 1899, shall be the Registered Members of the Existing Shares in the proportion of a New Share for each Existing Share held by them.

By Order of the Board,
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th September, 1899. [1099a]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 16th to the 23rd day of September, (both days inclusive) during which Period NO TRANSFER of Shares can be Registered.

By Order of the Board,
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th August, 1899. [1100a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 30th instant, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 30th instant, both days inclusive.

DOUGLAS LAIRRAK & CO., General Managers.

Hongkong, 11th September, 1899. [1175a]

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.
SHORT RANGE CUP & SPOONS.
TO-MORROW (SATURDAY), the 16th instant, at 3 P.M., Ranges—200 and 300 yards.
MOBBRAY S. NORTHCOTE,
Hon. Sec.
Hongkong, 15th September, 1899.

TREASURY BILLS.

TENDERS FOR SPECIE-MEXICAN DOLLARS. Current in this Colony, and weighing 7.72, in Exchange for Sterling Bills, drawn at 10 days' sight on the London Commission of the Bank of India, London, will be received by the Officer in charge of H.M. Treasury Chest, until 11 A.M., on MONDAY, the 18th instant.
The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.
The Tenders to be in Duplicate and in sealed covers, addressed to the Officer in charge of H.M. Treasury Chest, and endorsed "Tenders for Treasury Bills."
The right to accept or reject any or all of the Tenders is reserved.

E. H. GORGES,
Colonel,
T. C. Officer, China.
Her Majesty's Treasury Office,
Fleischer Street, Queen's Road,
Hongkong, 14th September, 1899.

JUBILEE LODGE

OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 18th instant, at 8 for 8.30 P.M., precisely. Visiting Brethren M.M. are cordially invited to attend.

A paper will be read on Freemasonry.
Hongkong, 15th September, 1899.

CUSTOMS NOTIFICATION.

NOTICE is here given that TUESDAY the 19th instant, (15th day of 8th moon) being the CHINESE MID-AUTUMN FESTIVAL, will be observed as a Holiday at the Kowloon Customs Office, Opium Examination Office, and Stations.

All Examination of Cargo and Clearance of Junks will be suspended on that Date.
E. V. BRENNAN,
Acting Commissioner of Customs,
Custom House,
Kowloon, 15th September, 1899.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.
THE P. & O. S. N. Co.'s Steamship

"COROMANDEL."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:
From London, ex S.S. *Reine*.
From Australia, ex S.S. *Oriental*.
From Persian Gulf, ex B.L.S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAV.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case without.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 15th September, 1899.

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality, Red Capsule, \$14.40

C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule, 16.20

D.—VERY FINE OLD VINTAGE, extra superior, Violet Capsule (Old Bottled) 20.40

SHERRIES.

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule, \$10.80

C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule, 12.00

CC.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule, 12.00

D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule, 14.40

E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled) 20.40

A. S. WATSON & Co., Limited,
QUEEN'S ROAD CENTRAL.

BIRTHS.

At Chancery House, Singapore, on the 6th instant, the wife of MAX PUTTFARCKEN, of a daughter.

At "Ashton Lodge," Singapore, on the 6th inst., the wife of E. T. ARNOLD, of a daughter. (Premature).

DEATHS.

At Woodside, Singapore, on 7th inst., PHILIP ROBERT, the infant son of F. E. JAGO.

At Singapore, on the 4th inst., Dr. JOAN ADRIAN DE VICO, 18 Neth. M.S. Consul-General in the Straits Settlements.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to "The Hongkong Telegraph," and not to the Editor. Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. While the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

The Hongkong Telegraph.

HONGKONG, FRIDAY, SEPTEMBER 15, 1899.

REUTER'S TELEGRAMS.

THE TRANSVAAL DIFFICULTY.

LONDON, September 13th.

Mr. Chamberlain's last despatch delivered at Pretoria on the 11th, says that the Government is unable to consider any proposal dependent on the acceptance of the Transvaal's claim to the Status of a Sovereign international State.

Great Britain is prepared to accept offers of a five years franchise, increased representation of the Rand, and equal shares in the election of a President and Commandant General, provided such offers are not encumbered with nullifying conditions. The Government assumes that the new members of the Volksraad will use their own language and declares that the immediate acceptance of these terms will probably render further intervention for the redress of the Transvaal's grievances unnecessary.

TYPHOON WARNING.

HONGKONG OBSERVATORY REPORT.

The Observatory report says:

On the 15th at 12.15 p.m. The barometer is falling slowly on the China coast, and over the Philippines. Pressure seems to be low in the Pacific to the E. of Luzon, but is still high on the China coast. Gradients slight to moderate for N.E. winds on the coast and in the N. part of the China Sea. FORECAST: Moderate or fresh N.E. winds; cloudy, some rain.

Telegraphic communication between the Observatory and Hongkong is interrupted.

The following telegram has been counter-sent forward to us by U. S. Consul-General R. Wildman:

WARNING FROM MANILA.

MANILA OBSERVATORY.

September 15th, 10 a.m.

Depression far out in the Pacific, East South-East of Manila.

LOCAL AND GENERAL.

MANILA papers to hand state that Corporal Danholfer and Private Conine, of the American army, have been sentenced to death for robbery and embezzlement.

MESSRS. Linstead & Davis inform us that they have received a letter to the effect that Mr. Granville Sharp died suddenly at Norwich, on 14th August, at the house of one of his relations named Sutton.

The Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 p.m. to 9 p.m.

THE HONGKONG FOOTBALL CLUB.

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SANITARY BOARD.

At yesterday's meeting of the Sanitary Board, on the motion of the Vice-President, seconded by the President, it was resolved to ask the Medical Officer to take the necessary steps before the Magistrate, as suggested in the minutes, on the insanitary condition of the dwellings in Circular Pathway.

THE DRY EARTH SYSTEM.

The Hon. R. D. Omsby proposed:—"That in future the dry earth system be introduced into all the Government latrines, and also, if possible, in the privately owned latrines open for public use." He said that the system he recommended for adoption was sanctioned by most ancient nations, being in accordance with divinely-inspired commands for preserving the health of the Israelites in their camps. Having shown in what respects the dry earth system was superior to the Chinese system, Mr. Omsby said he spoke from experience in another colony where the dry earth system was in almost universal use, and where even in such large and crowded buildings as the Grand Oriental Hotel at Colombo no bad smells were at any time perceptible. In Hongkong they had an equally good example of how efficiently this system could be worked. He referred to the Victoria Gaol. He had frequently gone through this building, containing over 500 persons, and found it to be as free from evil smells as the best kept European houses. He must also refer to the public latrines in Canton. While visiting that city this year he entered some of these buildings and noted that they were very much less offensive than those in Hongkong, evidently owing to the liberal use of what looked to him like sawdust. Dr. Clark in his report on the sanitary condition of Hongkong did not say much about the dry earth system, and seemed chiefly to have been influenced by the difficulty of obtaining proper earth and the largely increased bulk of material to be removed daily. In paragraph 244 he said: "No town of any size has been able to introduce the dry earth system completely. It seems most applicable to public latrines where a person can be constantly employed to apply the earth." That was exactly what was done in Colombo. The scavenging contractor was obliged to keep the supply of dry earth in the place reserved for the purpose in each latrine, and the cooler in charge of the latrine was obliged to apply each bucket after it had been used. The persons nature of the contents of the public latrines in Hongkong was abundantly proved by Dr. Omsby's figures of the mortality among the keepers: 1894, eleven men out of 17, or over 60 per cent, having died of plague. This awful mortality was decreased in subsequent years by the use of disinfectants and more regular cleanings. It would be interesting to know if any men in the Gaol, where earth was used, employed in cleaning and attending to the latrines died. The Vice-President: There has been no case of plague among the men who clean the latrines, and it was not proposed to go further into the subject then, but would recommend that the matter be taken into consideration, and perhaps the Medical Officer of Health would undertake to report to the Board how the system could be introduced into Hongkong.

Mr. Omsby seconded. He thought there would be great difficulties in the way of introducing this dry earth system, but Mr. Omsby had given them very good reasons why they should try to introduce it, and he certainly thought they ought to try. They might begin in a small way. They might take one latrine for a few months and introduce the system gradually. They would of course meet with the opposition of the contractor and the Chinese generally, and throw more work on the European inspectors. In fact the experiment would be fraught with difficulties on every side, but still he thought it was one of those experiments they ought to try with a view to ridding the colony of plague, and if they failed no harm would be done.

Dr. Clark thought the resolution betrayed too much haste. If they were to abide by the resolution they practically put the scheme into force at once, whereas, as members knew, they had made a contract which did not expire until February, 1901. Possibly that contract might be cancelled, but he should like to move as an amendment that this matter be referred for further consideration to a sub-committee of the board, and then the whole matter could be taken up carefully. It was a very large question indeed. They had to consider many points, one being as to whether it was possible to get dry earth during the wet season.

BY THE MAIL.

(From Home Papers.)

The Queen and the Emperor Menelik.

Reuter's agency is informed that Captain J. L. Harrington, British Resident at Addis Ababa, will to-day (18th ult.) deliver to the Queen the photographic messages sent to her Majesty by the Emperor Menelik and Empress Tayou, in response to the photographic message despatched to the Negus and his consort by Queen Victoria.

The Wreck of a Clyde Pleasure Steamer.

Details received at Glasgow on 17th ult. of the loss of the steam packet *Red Gannet* off the Mull of Galloway, show that the vessel lies on the rocks and has been badly strained by the south-west gale that has been blowing all night. If the gale continues she must break up. The *Red Gannet* is a handsome, middle-aged steamer, having been built at Glasgow. She was carrying a cargo of coal, and was bound for the Mull of Galloway. She was driven on the rocks by the strong wind and tide. There was much alarm among the passengers when the vessel struck, but the crew quickly assisted the rescue in their boats, and the passengers were afterwards driven to Whiting Bay, where they were embarked on the *Waverley*.

Approaching Retirement of Lord Currie.

The London correspondent of the *Birmingham Daily Post* says he has excellent authority for stating that Lord Currie, who has just returned to Rome from his leave of absence in England, will retire from the diplomatic service in the course of next year. The precise date of his Excellency's retirement is at present dependent upon events, but it may be pointed out that, in retiring any time next year, Lord Currie will only be anticipating by a few months his compulsory retirement under the age limit.

Incubators not to Blame.

An inquest was held at Bethnal Green relative to the death of Philip Wolman, aged eleven weeks. The mother stated that the child was one of triplets. At the request of the Lion Incubator Company, two of them were taken to the Earl's Court Exhibition and placed in an incubator. Three weeks later the children were taken from the Exhibition. Dr. Goodman said the child did not appear to have thrived in the incubator, which was more beneficial in cases of premature birth. He could not say the incubator treatment had anything to do with death. The child was not over clean when he was taken home. The jury, after hearing further evidence, returned a verdict of "natural death," and stated that there was no blame attaching to anyone at the incubators.

Experiences on Board a West Indian Mail Steamer.

The West Indian mail steamer *Medway* which arrived at Plymouth early this morning (18th ult.) was due on Wednesday. She reports terrific seas and one of her starboard lifeboats carried away. Fine weather subsequently prevailed. On Tuesday night the machinery became deranged, but after thirteen hours delay the vessel resumed her voyage. During the passage the chief steward, Mr. Kelly, of Southampton, died of malaria fever, and a passenger died of phthisis. The *Queen of Cambodia*, from Liqueur, was spoken last Friday by the *Medway*, when she signalled that she was in need of provisions, as there was only one week's supply left. Captain Davis, of the *Medway*, provided enough beef and flour and bread to last another month. All of the crew of the *Queen of Cambodia* were in good health.

The Verdict in the "Bullfinch" Affair.

At the end of the *Bullfinch* inquiry the jury returned a verdict to the effect that the immediate cause of the disaster was the breaking of the high-pressure, connecting-rod of the starboard engine, followed by the breaking of the head of the cylinder. They found that there was no precise evidence as to the cause of fracture, but they considered the rods not capable of standing the high rate of speed of twenty-nine or thirty knots per hour, and that the material did not seem to be of uniform quality. A rider was added giving expression to the sympathy of the jury with the relatives of the victims and their appreciation of the conduct of Commander Dingley. Mr. Tyack was commended for his heroic and self-sacrificing conduct while in the engine-room, and finally, they recommended that in future a surgeon should be carried during trials.

Storm off the Scotch Coast.

A severe storm raged at Fraserburgh on the night of 16th ult., and three hundred craft of the fishing fleet were caught in a west-north-west gale. Signals of distress were sent, and the lifeboat was launched. The life-saving apparatus was sent along the beach to the assistance of the *Diadem*, of Fallow. Those on board the *Diadem*, however, owe their lives to James Brown, a discharged dargai hero, who plunged into the surf and swam out to the fishing boat. He made a communication between the vessel and the shore, and the crew which had assembled pulled the *Diadem* through the surf, and landed the crew to be landed in safety. The lifeboat and steam tug were both in the bay, trying to render assistance to a ship the name of which is not yet known.

Another Futile Attempt to Swim the Channel.

Mr. Frank Holmes, of Birmingham, started at four o'clock this morning (17th ult.) from Dover to swim the English Channel. There was a strong northerly wind, and after being in the water a short time Mr. Holmes decided to postpone the attempt until to-morrow, if weather permits.

An exciting swimming contest took place at the popular bathing creek at Porslick, Douglas, yesterday before fully six thousand spectators, mostly English visitors. The distance was 220 yards, and the competitors started from scratch. W. Matchett, the Liverpool pool champion, won a splendid race by about a yard; H. Kelly, an insular champion, a member of the Victoria Swimming Club, being second; J. Clark (Boulder) being third. Only a few inches divided second and third. The distance was covered in good time. Mr. J. Corlett was starter, and Messrs. Kelsall, Hiley, and Sandbrook judges.

The Tea-wrappers Question.

A new aspect of the great tea-wrappers question was developed at the Richmond police court when the Home and Colonial Stores Company scored a victory over the Survey County Inspector of Weights and Measures. The summons was one taken out by the Inspector under the Merchandise Marks Act, alleging that the defendants had applied a fraudulent description to three quarters of a pound of tea sold by them at their Richmond branch. The evidence showed that an officer

of the Inspector asked for three-quarters of a pound of tea, and he was given a quarter-pound in weight, but it was subsequently found that the actual weight of the tea in them was short of three-quarters of a pound by 4 drams 19 grains. Mr. Bedkin, who appeared for the defence, did not question the facts of the case. But he submitted that "eighteen-penny" or "fourteen-penny" tea was not sold at so much per pound. It was simply a description of the quality. The magistrates, after a brief consultation, said that in their opinion the case was not made out, and they dismissed the summons.

Canadian Tobacco Selling well in London.

Canadian tobacco, since it was recommended to the English smokers a few months ago by Sir Henry Joly de Lotbiniere, the Minister of Inland Revenue, has found much favour, says the London correspondent of the *Leeds Mercury*. The plant is cultivated chiefly by the French in the province of Ontario, but lately farmers in the Dominion of Quebec, of Essex and Kent have produced such splendid crops that after the last harvest there was a surplus of ten million pounds waiting a market. Samples were sent to England, and resulted in large orders being given. The tobacco is of fine texture, mild, and agreeable to the taste, but it is crudely cured, with the result that it emits a disagreeable aroma. It is said to blend well with Virginia leaf, and it is this mixture which is selling well in London. Properly treated, Canadian tobacco, it is claimed, would rival the best production of the States.

Return of the Wellmann Expedition.

The fishing vessel *Capella* has arrived at Tromsø from Franz Joseph Land. The vessel brought with her Mr. Wellmann's expedition, which she left in with at Cape Tegethoff. It is reported that the explorers reached the 82nd parallel of north latitude. A member of the expedition named Bentzen, who wintered with some companions in a stone hut on the island of Wilhelmsland, in intense cold, died. In February Mr. Wellmann had his foot crushed in an ice-sledge, and is still obliged to use crutches. The expedition killed 103 walrus and eight bears. No trace of the Andree expedition was found. The *Capella* picked up the expedition on July 27, and sailed homeward on August 10. On August 6 the *Stella Polaris*, with the party of explorers headed by the Italian Prince, the Duke of the Abruzzi, on board, was sighted in Bogen Sound, 80 deg. 20 min. N. lat. All was well on board.

The Wonders of Wireless Telegraphy.

Some interesting results were obtained with wireless telegraphy recently at Dover. One of Signor Marconi's installations was set up for experimental purposes between Dover and the South Foreland lighthouse and the East Goodwin lighthouse. The apparatus was set up at the town-hall buildings, and the ordinary flagstaff of the building was utilized. The town hall, which is surrounded by buildings, is in the centre of the town. Intervening between the places where the instrument was fixed, and the South Foreland lighthouse, there are the Dover cliffs, to pass through, or over, cliffs from 200 ft. to 400 ft. above sea level for about four miles. The same conditions applied to the East Goodwin lighthouse, except that in this case the message had to travel twelve miles across the sea. It was in order to make these tests that the experiments took place. The results were completely successful. Messages were transmitted and received with the greatest ease and without any hitch. Four lightships, which have qualified as first-class operators, assisted at the experiments.

Death of the Earl of Mexborough.

The Earl of Mexborough, who was eighty-nine years of age, died at Brighton on 17th ult. He was a nobleman of great erudition, and in his young days travelled extensively. When at Cambridge he was regarded as one of the first classical scholars of the time, and that too in a circle that included many brilliant men. When he became of age Viscount Portington, as he then was, became the Conservative member for the pocket borough of Gatton. Four years later he was returned for Portchester, and with an interval of three or four years, continued its representative till 1847; he had for the greater part of that period Mr. Monckton Milnes (afterwards Lord Houghton) as his colleague.

Lord Mexborough was a great landowner, especially in the West Riding of Yorkshire. His chief seat was at Methley, near Leeds. He succeeded to the earldom on the death of his father in 1860, and he in turn was succeeded by his son, Lord Portington, who has been in 1843, and whose mother was the oldest daughter of the third Earl of Oxford.

The Death of the Zinal-Rothhorn.

Mr. Baumann, who met with his death on the Zinal-Rothhorn in the Alps the other day, was found with the guide, Antile, lying across him, still tied by the ropes. Baumann's skull was shattered. The other guide, Tobin, was ten or eleven yards behind them; the rope between them and his companions had broken. The accident happened while the three were eating themselves slide down the mountain. The snow was too soft, and they came upon a bottom of hard ice, whereupon they, together with the snow, slid with enormous rapidity to the edge of the precipice. During those terrible moments they must have been conscious of their inevitable fate. They then fell about 1,000 ft., and a moment later over their own precipice. There is no doubt, writes a correspondent of the *Daily News*, that all three were dead when at last they came to a stop on the glacier where they were found. Both guides were family men. Mr. Baumann, the tourist, was only thirty-six years old.

Sale of Eel Pie Island.

The freehold property, so well-known to frequenters of the river as Eel Pie Island, Wickham, was offered by auction at the Mart the other day Mr. W. B. Mason, of Windsor. At this outset the auctioneer was subjected to a good deal of heckling in regard to land-tax, road-making, and sanitary arrangements. It was eventually ascertained that the vendors repudiated any liability to redeem the land-tax if any such was assessable, and that the buyers of the land would have to be responsible for making roads as well as attending to the sanitary and other requirements of the Thames Conservators and the local authorities. The island was first offered as a whole, comprising nearly four acres, at an upset price of £2,000, but there being no bid, the property was then submitted in lots. The freehold fully-licensed house known as Eel Pie Island Hotel, and grounds, with frontage of 248 feet to the river, and 82 feet to the back-water, which was said to be doing a trade of £200 a week in the summer months, was put in at £2,000 and after a short but spirited bidding, was knocked down for £3,200. The remainder of the island was then put up and

sold in small plots, to meet the convenience of boating men and others desirous to erect bow-lawns or other riverside residences, or of providing themselves with private camping grounds.

Mosquitoes or Gnats?

There seems to be no abatement in the plague of mosquitoes which is visiting Hackney, particularly in the vicinity of the Downs, Marshes, and valley of the Lea. Stamford Hill, too, has not escaped. Policemen, postmen, vestry employees, and the residents generally have experienced the trying attentions of these vexatious and poisonous little insect. Men who have served in marshy regions abroad, where the mosquito flourishes, and were before untroubled, have now to acknowledge that they have been bitten.

Hackney had a few mosquitoes last year. This summer they have increased by myriads. What is the cause? asks the *Daily Telegraph*. Local opinion gives an explanation that mud blocks, and that the eggs of the mosquito must have been imported with these. But it is quite possible that the Hackney mosquitoes are merely gnats, whose venomous voracity has been exaggerated by the high temperature. Specimens that have been captured are described as having a "trunk." The gnat has a proboscis, which the female knows so well how to use. She it is, too, who attracts her mate by the humming sound which accompanies the act of flying. Persons who have been bitten say that this "humming" acquires a demoniacal note of triumph when the mosquito has gorged itself with human blood.

The Charge Against An American Lady.

At Bow-street on 16th ult., Letitia Ann Roberts Perot, alias Letty Perot, thirty-two, of Albert Hall Mansions, was charged, on remand with abduction, child-stealing, and kidnapping within the jurisdiction of the United States. The circumstances of the alleged abduction have already been fully reported. Mr. Perot, sen. from whose custody the child was taken, is a resident of New York, and also the Hon. Charles H. Perot, a judge of the supreme court of Maryland.

When the case was called on Mr. Crane (who represented Mr. Perot) said he and Mr. Lawrence, Q.C., who represented the child, were at the moment conferring upon the case, and he asked that the hearing should be delayed for a few moments. Mr. Lawrence, concurring, the lady left the dock.

After an interval of over half an hour counsel returned into court, and Mr. Lawrence applied that the case might be further adjourned for a week. Mr. Lushington said that before he could agree to this he must know whether the American Ambassador consented to this. Mr. Hodson said the Ambassador told him that he had received no instructions beyond the original demand for extradition.

Mr. Crane said that he had had an interview with his Excellency, in which he stated that he should be very glad to have the matter remanded until such date as would be convenient to all persons.

Mr. Lushington said that in that case the prisoner would be further remanded for a week on the same bail as before.

A Gross Scandal.

Notwithstanding the efforts of the magistrates and the police to discourage hooliganism, it appears still to be rampant. "The latest outbreak of this *du de siècle* enormity occurred, according to information in the possession of the police, in South Hill, Tottenham. There exists, it would seem, a feud between gangs of youths whose headquarters are in Pimlico and Fulham. The young gentlemen from Pimlico, armed with sticks, knives, and revolvers, set off on the warpath in search of the enemy, and encountered him in the neighbourhood of Stanley Bridge. A battle ensued. The number of casualties among the combatants is not recorded, but the ambulance corps was called upon to render aid to an innocent bystander, who had the misfortune to be laid out on the ground while the conflict was in progress.

The victim was a young labourer named John Chandler, who lives at 4, Whitaker-street, Pimlico. He was mistaken for a foe by one of the ranks and file of the contending armies. "Hello!" said the latter, "here's one of them." This mistaken recognition was followed by a blow, which failed to reach its mark, for Chandler "ducked." The luckless wayfarer was not destined to escape, however, for the youth who had struck at him, nothing daunted by the failure of his first effort, whipped out the pistol with which he had thoughtfully provided himself, and fired two shots. The second found a lodgment in Chandler's right leg. Then, of course, the police arrived. Equally of course the warriors decamped. Chandler was removed to the hospital.

A Consul on British Sailors.

The character of the British sailor has entirely changed during the last thirty years from what it was when steam had not yet commenced to figure as a serious factor in ocean navigation, or even when it was yet only in its infancy as such, writes Mr. Longford, her Britannic Majesty's Consul at Nagasaki (Japan), in a recent report to the Foreign Office. The sailor's old peculiar dress—the blue guernsey, wide trousers, and oilskin cap worn on the back of his head—has entirely disappeared and is replaced by clothes little distinguishable from those worn by a shore mechanic, and with his dress have gone his old simplicity of character, the jovial good humour that reflected spontaneity that made him on his trips ashore at once a pet and a wonder to the rest of the community. When on shore he now only too often appears as a loafer, sunk in debauchery and sullen with drink, an object of disgust, or at best of compassion, to all who see him. He has no yards to tell, no songs to sing; his conversation and thoughts are mainly confined to his grievances. He is more often than not a sea lawyer, with a keen sense of what privileges or rights the law gives him, but with an equally keen sense of how few and limited are those rights and privileges. No longer the trustful child that reflected spontaneity that made him on his trips ashore at once a pet and a wonder to the rest of the community. When on shore he now only too often appears as a loafer, sunk in debauchery and sullen with drink, an object of disgust, or at best of compassion, to all who see him. He has no yards to tell, no songs to sing; his conversation and thoughts are mainly confined to his grievances. He is more often than not a sea lawyer, with a keen sense of what privileges or rights the law gives him, but with an equally keen sense of how few and limited are those rights and privileges. 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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*RIOJUN MARU J. W. Ekstrand.	VICTORIA, B.C. and SEATTLE. U.S.A. via KORE and YOKOHAMA.	THURSDAY, 21st Sept. at 4 P.M.
KANAGAWA MARU J. Mackenzie.	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP via SINGAPORE, COLOMBO & PORT SAID.	FRIDAY, 22nd Sept., at Noon.
YAWATA MARU A. E. Moses.	NAGASAKI, KOBE and YOKO- HAMA.	SATURDAY, 23rd Sept., at 4 P.M.
KOSAI MARU J. Nagao.	VLADIVOSTOK, via SWATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI.	THURSDAY, 28th Sept., at Noon.
FUTAMI MARU J. Thom.	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 29th Sept., at 4 P.M.
KAGOSHIMA MARU R. Nunn.	KOBE and YOKOHAMA.	FRIDAY, 29th Sept., at 4 P.M.
YAMATO MARU J. Thompson.	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 6th October, at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 9th September, 1899.

**SOCIETE ANONYME DE TRAVAUX
DYLE ET BACALAN**

Capital: £ 300,000
Head Office: 15, Avenue Matignon, Paris

WORKS IN EUROPE:
at Bordeaux (BACALAN), France
at Louvain (DYLE), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, and Axles combined. Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

CONTRACTORS
for
Constructing and Working
Railways and Tramways

M. Oppenheimer & Co., Paris.

COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send a STATEMENT of BUSINESS contributed during the Half Year ended 30th June, 1899, on or before the 15th September, on which date the ACCOUNTS will be CLOSED.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 24th August, 1899. [1077a]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in London recently an INTERIM DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 30th June, this being at the Rate of 2% per Annum.

The DIVIDEND WARRANTS will be ready on the 2nd October. The TRANSFER BOOKS of the Company will be CLOSED from the 28th current to 1st proximo (inclusive).

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 11th September, 1899. [1162a]

NOTICE.

PRIVATE BOARD AND RESIDENCE,
166, Queen's Road East.

Mrs. HORTON.
Hongkong, 30th June, 1899. [853a]

Entertainment.

THE INSTITUTION OF ENGINEERS
AND SHIPBUILDERS OF
HONGKONG.

INCORPORATED, 1891.

NOTICE TO MEMBERS.

A SMOKING CONCERT will be held in the Rooms of the above Institution, TO-MORROW, (the 16th instant), at 9 P.M. Members and their Friends are cordially invited.

ARCHIBALD RITCHIE,
Hon. Sec.

Hongkong, 13th September, 1899. [1173a]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1899. [18]

HOTEL BUSINESS in Northern Port, Long Lease at Very Low Rental, Good Paying concern. Owner obliged to return to England through ill health.

For further Particulars, apply in First Instance, by Letter to

G.W.W., Office of this Paper.

14th September, 1899. [1177a]

Hotel.

WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

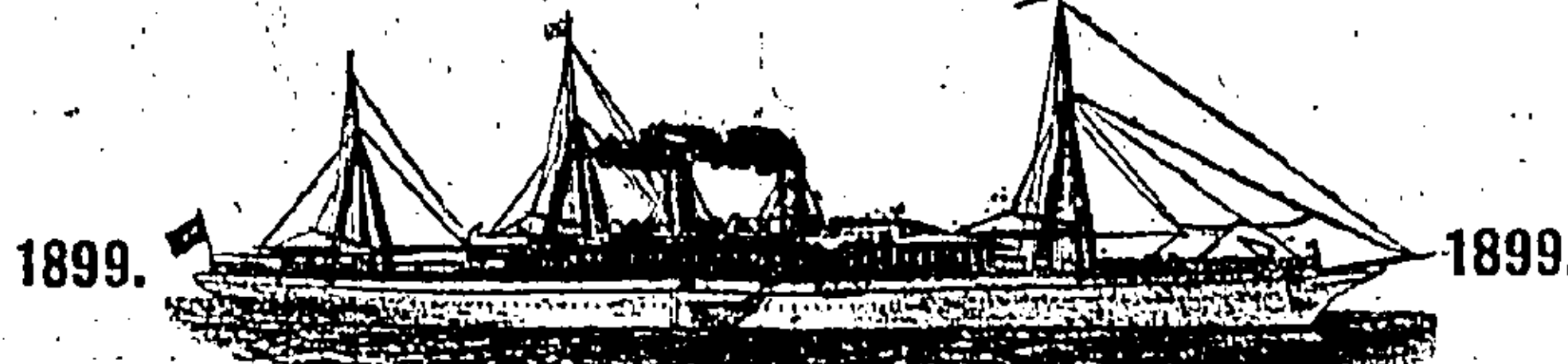
PASSENGER ELAVATOR from EN-
TRANCE HALL to each floor. BOARD
and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM,
Proprietor & Manager.

Hongkong, 28th April, 1899. [12]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 27th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 30th August, 1899. D. E. BROWN, General Agent,
Potters Street. [3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept., at Daylight.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [1310]

WORTH A GUINEA A BOX.



FOR ALL
BILIOUS AND NERVOUS DISORDERS.

SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road,
Central, Hongkong. [38]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's
Mails, will be despatched from this for BOM-
BAY, &c. TO-MORROW, the 16th instant,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay without transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 15th September, 1899. [5]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Glenage... [3,750] R. D. Jones... [Oct. 17]

Tacoma... [2,811] A. Dixon... [Oct. 21]

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouthshire... [2,871] W. A. Evans... [Oct. 7]

Lenox... [3,677] Williamson... [Nov. 4]

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables.
DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW-YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application,
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to
DUNWELL & CO., LIMITED,
General Agents.

Hongkong, 1st September, 1899. [14]

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A.I. American Ship

shortly expected from MANILA, will load here
for the above port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.
Hongkong, 28th July, 1899. [1074a]

Mails.

NORDEUTSCHER
LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE and HAMBURG.	About 27th Sept.
V. Binzer	(LONDON with transshipment in HAMBURG)	September.
*SAVOIA	HAVRE and HAMBURG.	About 11th Oct.
Jäger	(LONDON with transshipment in HAMBURG)	October.
SUEVIA	HAVRE and HAMBURG.	About 19th Oct.
Back	(LONDON with transshipment in HAMBURG)	October.
SERBIA	HAVRE and HAMBURG.	About 30th Oct.
Osternmann	(LONDON with transshipment in HAMBURG)	October.

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

981] CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN FRANCISCO
AND SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to Japan PORTS
and HONOLULU, THE UNITED STATES,
MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City... [3,002] about... [Sept. 20]

Thyra... [3,106] about... [Oct. 15]

Belgian King... [3,379] about... [Oct. 31]

Cornwallshire... [3,929] about... [Nov. 15]

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN FRANCISCO and
SAN DIEGO via SHANGHAI, NAGASAKI,
KOBE, YOKOHAMA and HONOLULU, on
or about the 20th instant.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 15th September, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov., at Noon.

THE U.S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU
on TUESDAY, the 3rd October, at Noon
taking Passengers and Freight for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be ob-
tained upon application.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Passengers who have paid full fare, re-m-
arking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [12]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM-FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN and HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA and BALTIC PORTS.

Also
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, and SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON.

TO LAND-PASSENGERS AND LUGGAGE
N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRIN-

Auctions.

GOVERNMENT NOTIFICATION.
No. 492.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Hongkong, 2nd September, 1899. [1159a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Yau Ma Tei, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area in Acres	Annual Rent	Upset Price
1	Yau Ma Tei	350 ft. by 150 ft.	5.25	1500	41250

GOVERNMENT NOTIFICATION.
No. 493.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3.15 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Hongkong, 2nd September, 1899. [1160a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsai, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area in Acres	Annual Rent	Upset Price
1	Mong Kok Tsai	350 ft. by 150 ft.	5.25	1500	41250

GOVERNMENT NOTIFICATION.
No. 494.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3.30 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Hongkong, 2nd September, 1899. [1161a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area in Acres	Annual Rent	Upset Price
1	Queen's Road East (on the hillside opposite to the Police Station)	60 ft. by 40 ft.	0.25	8000	2000

SANTAL MIDY CURES

Relieves the scalding pain at once and all discharges from the genito-urinary organs in either the acute or chronic stage in 48 hours.

Unlike the Santal Midy, which is a specific for Gonorrhoea, Santal Midy is a specific for all discharges from the genito-urinary organs.

Each box contains 10 capsules, and bears the name of J. H. WILKINS, F.R.C.S.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Davis, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 14th September, 1899. [1179a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZU MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th September, 1899. [1151a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, R.N.R., will be despatched for the above Ports, on MONDAY, the 18th instant, at 3 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 13th September, 1899. [1162a]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM-TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain H. Kirchner, will leave for the above Ports, on or about WEDNESDAY, the 20th instant.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 14th September, 1899. [1169a]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM-TO SHANGHAI.

THE Company's Steamship

"SACHSEN,"

Captain F. Mentz, due here with the outward German Mail about the 19th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 14th September, 1899. [1169a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched for the above Ports, on WEDNESDAY, the 20th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th September, 1899. [1135a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched for the above Ports, on FRIDAY, the 22nd instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th September, 1899. [1175a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & CO., HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"

Captain Fendi, will be despatched for the above Ports, on SATURDAY, the 23rd instant.

The Steamer has Superior Accommodation for Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 11th September, 1899. [938a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched for the above Ports, on WEDNESDAY, the 27th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.D.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched for the above Ports, on WEDNESDAY, the 27th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1899. [1146a]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR ILOILO AND CEBU.

THE Company's Steamship

"WOOSUNG,"

Captain Dowson, will be despatched for the above Ports, on TO-MORROW, the 16th instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th September, 1899. [1176a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Hall, will be despatched for the above Ports, on TO-MORROW, the 16th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 15th September, 1899. [1178a]

FOR MANILA VIA AMOY.

(Taking Cargo at through Rates for ILOILO.)

THE Steamship

"SALVADORA,"

Captain Goiesolo, will be despatched for the above Ports, on TO-MORROW, the 16th instant, at Noon, instead of as previously notified.

For Freight or Passage, apply to BRANDAO & Co., Agents.

Hongkong, 15th September, 1899. [1156a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain S. Belson, will be despatched for the above Ports, on TO-MORROW, the 16th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 11th September, 1899. [1158a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain Campbell, will be despatched for the above Ports, on MONDAY, the 18th instant, at Noon.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 11th September, 1899. [1065a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS,"

Captain Batt, will be despatched for the above Ports, on WEDNESDAY, the 20th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th September, 1899. [1093a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain Clyma, will be despatched for the above Ports, on MONDAY, the 2nd October, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th September, 1899. [1149a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Grier, will be despatched for the above Ports, on TUESDAY, the 3rd October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1899. [1148a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY,"

Captain C. de La Perelle, will be despatched for the above Ports, on or about the 5th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 21st August, 1899. [1020a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLL,"

will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at intervals of 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 7th September, 1899. [941a]

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—

A. S. WATSON & Co.

Hongkong, 1st September, 1899. [97]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MARIA VALERIE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo—

From Venice, ex S.S. *Massimiliano* transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 18th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 12th September, 1899. [1173a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"MOVUNE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 22nd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 13th September, 1899. [1170a]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAWACHI MARU,"

Intimations.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1899. [42]

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
to the Office.
Hongkong, 18th August, 1899. [1048a]

F. CAZANOVE,
BORDAUX.

GOLD MEDALS
Bordeaux, 1882, Paris, 1889.



LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

This ELIXIR is employed with
success to restore the FORCES
OF THE STOMACH AND FACILITATE
THE DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN
M.A. & R.A. OF THE HOLY
CREME DE MANDARINE.

AVELINE ANNETTE SUPERFINE.
Apply to LAENDLER & Co., Paris.

THE NEW FRENCH REMEDY,
THERAPION.

This successful and highly popular remedy,
as employed in the Continental Hospitals by
Ricord, Rostan, Jobert, Velpeau, and others,
combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything
hitherto employed.

THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
effectually superseding injections, the use of
which does irreparable harm by laying the
foundation of stricture and other serious diseases.
In dysentery, piles, irritation of the
lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this
kind, it will be found astonishingly efficacious,
affording prompt relief where other well-tried
remedies have been powerless.

THERAPION No. 2, for impurity of the
blood, scurvy, pimples, spots, blotches, pains
and swellings of the joints, secondary symptoms,
disease of the bones, sore throat, and all
diseases for which it has been too much a
fashion to employ mercury, sarsaparilla, &c., to
the destruction of the sufferer's teeth and ruin
of health. This preparation purifies the whole
system through the blood, and thoroughly
eliminates every poisonous matter from the
body.

THERAPION No. 3, for nervous exhaustion,
waste of vitality, and all the distressing con-
sequences arising from early error, excess,
residence in hot, unhealthy climates, &c. It
possesses surprising power in restoring strength
and vigour to the debilitated.

THERAPION may be procured at 2/6 and
4/6 per package, of the principal Chemists and
Merchants throughout the world. In ordering,
the purchaser should state which of the three
numbers he requires, and observe that the word
"THERAPION" appears on the Government
Stamp (in white letters on a red ground)
affixed to every genuine package by order of
Her Majesty's Hon. Commissioners, and with-
out which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila. [196]

The Share Market.

LATEST QUOTATIONS.

(September 15th.)
Banks.
Hongkong and Shanghai Banking Corporation
33 1/2 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
41 buyers.
The Bank of China & Japan, Ltd.—(Deferred)
45 1/2 buyers.
National Bank of China, Ltd.—\$26 buyers.
Do. — \$26 buyers.

Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$260.
China Traders' Insurance Co., Limited—\$63 1/2.
North China Insurance Co., Ltd.—\$175, 200.
Yangtze Insurance Assoc. Ltd.—\$122 1/2.
Canton Insurance Co., Ltd.—\$150.
Straits Insurance Co., Ltd.—\$6.

Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$330.
China Fire Ins. Co., Ltd.—\$88 1/2.
Shipping.
Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$314.
Indo-China Steam Navigation Company, Ltd.
—\$714.

China and Manila S.S. Co., Ltd.—\$91.
Douglas Steamship Co., Ltd.—\$52.
China Mutual S. N. Co., Ltd.—(Preference)—
49 to buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—
45 to buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—
43 buyers.
Star Ferry Co., Ltd.—\$19 1/2.

Refineries.
China Sugar Refining Co., Ltd.—\$148.
Luzon Sugar Refining Co., Ltd.—\$34.
Mining.
Punjom Mining Co., Ltd.—\$98.
Do. — Preference Shares—\$2.
Société Française des Charbonnages du Ton-
kin—\$240.
Quebec Mines, Limited—\$650.
Telebuan Mining and Trading Co., Ltd.—\$134.
Raub Aling Gold Mining Co., Ltd.—\$63 1/2.
Oliver Freehold Mines, Ltd.—(A) \$11.
Oliver Freehold Mines, Ltd.—(B) \$7 1/2.
Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$3.

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—\$40.
Hongkong and Whampoa Wharf and Godown
Company, Limited—\$100.
Wanchai Warehouse and Storage Co., Ltd.—\$45.
New Amoy Dock Co., Ltd.—\$17.
Lands, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.
—\$10.
Hongkong Land Investment and Agency Co.,
Ltd.—\$115.
Kowloon Land and Building Co., Ltd.—\$29.
West Point Building Co., Ltd.—\$35.
Hongkong Hotel Co., Ltd.—\$130.
Humphreys Estate and Finance Co., Ltd.—
\$10 1/2.

Miscellaneous.
Green Island Cement Co., Ltd.—\$30.
China-Borneo Co., Limited—10.
A. S. Watson & Co., Limited—\$17.
Hongkong Electric Co., Limited—\$13.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$190.
Geo. Fenwick & Co., Ltd.—\$424.
Hongkong Ice Co., Ltd.—\$130.
Hongkong High-Level Tramways Co., Ltd.—
\$145.

Dairy Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$11.
Bell's Asbestos Eastern Agency, Limited—\$1
nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.
Camphel & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and
Dyeing Co., Ltd.—\$65.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 70.
International Cotton Mfg. Co., Ltd.—Tls. 75.
Lung-ku-mow Cotton Spinning & Weaving
Co., Ltd.—Tls. 75.

Soy-Shee Cotton Spinning Co., Ltd.—Tls. 350.
Yahloong Cotton Spinning Co., Ltd.—Tls. 350.
Tebrau Planting Co., Ltd.—\$4 per share.
Tebrau Planting Co., Ltd.—\$5.
BENJAMIN KELLY & POTTS (Share Brokers.)
Telegraph Address "Rialto."

EXCHANGE.

Hongkong, 15th September.
ON LONDON, Telegraphic Transfer .../11 5/16
Bank Bills, on demand .../11 1/4
Credits, 4 months' sight .../11 1/4
Dinmets, 4 months' sight .../11 1/4
ON BERLIN, (demand) .../11 1/4
Bank Bills, on demand .../11 1/4
Credits, 4 months' sight .../11 1/4
ON NEW YORK, Bank Bills, on demand .../47 1/2
Credits, 30 days' sight .../47 1/2
ON BOMBAY, Telegraphic Transfer .../145 1/2
On demand .../145 1/2
ON SHANGHAI, Telegraphic Transfer .../72 1/2
Private, 30 days' sight .../72 1/2
ON YOKOHAMA, T.T. .../41 per cent. prem.
Sovereigns, Bank's Buying Rate .../102 1/2
Gold Leaf 100 touch, per tael .../52 1/2
Bar Silver .../37 1/2
Dollars .../2 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 15th September.
New Patna .../840 per chest.
New Denares .../87 1/2
New Malwa .../750/770 per picul.
Old Malwa .../780/840
Persian, paper tied .../670/750

VISITORS AT THE HONGKONG HOTEL.

Capt. and Mrs. Aitken Mr. and Mrs. W. C.
and 2 children
Mr. J. H. Aitken
Mr. E. A. Katsch
Mr. W. H. Anderson
Mr. E. C. Kellner
Mr. K. Andrus
Mr. and Mrs. Kiene
Mr. J. Kinghorn
Mr. W. Armstrong
Mr. J. Kirkwood
Mr. O. C. ...
Mr. W. H. Avery
Mr. W. S. Bailey
Mr. B. J. Barlow
Mr. A. G. Bartholomew
Mr. E. Lutz
Mr. J. H. Benedict
Mr. W. S. Biddle and
maid
Mrs. W. S. Bishop
Mr. and Mrs. A. H.
Betheridge
Mr. B. Braham
Mr. E. O. Murphy
Mr. D. Bowers
Mr. R. A. Naphegyi
Mr. T. F. Burgdorf
Mr. W. Newsom, F.W.
Mr. A. B. Carter
Mr. A. C. Van Nierop
Dr. and Mrs. F. Clark
Mrs. P. Corvee
Mr. J. O'Neill
Mr. P. C. Denroche
Mr. A. Doctor
Mr. C. H. V. Dodd
Mr. and Mrs. C. A.
Dovel
Mr. D. Earnshaw
Dr. Edelman
Mr. L. L. Etzel
Mr. W. F. Fackel
Mr. K. Gadelius
Mr. & Mrs. K. Gibson
Capt. Goddard
Mrs. E. B. Gose
Mr. T. Greidanus
Mr. S. B. Grimes
Mr. R. J. Hall
Mr. S. Haughton
Mrs. Hillman
Mr. F. H. Hilbert
Mr. T. Howard
Mr. Wm. K. Hughes
Mrs. Jackson
Major and Mrs. Jeffreys
Mr. C. M. Jenkins
Mr. and Mrs. Joseph

VISITORS AT THE WINDSOR HOTEL.

Mr. Maron M. Bela
Mr. and Mrs. W. A. A.
Brooghs
Mrs. J. de Camille
Mr. Ernest Dade
Mr. & Mrs. J. Kennedy
Mr. H. Martin
Mr. W. D. Norton
Mr. and Mrs. Oria and
children
Mr. M. Pardo
Mr. and Mrs. David
Park
Mr. H. U. Jeffries
Major G. R. St. John
Capt. F. Koford
Mr. J. Lanke
Mr. J. E. Lee
Mr. C. W. Longuet
Mrs. C. W. Longuet
Mr. H. Mitchell
H. Von Oertzen
Lt.-Col. The O'Gorman
Hon. H. E. Pollock
Capt. H. V. Pryne
Mr. A. Reed
Comdr. R. M. Rumsey
Mr. J. S. Ezekiel
Mr. A. Sinclair
Mr. A. Findlay Smith
Mr. A. Forbes
Mr. A. P. Stokes
Mr. G. H. Wheeler
Mr. G. H. Windrath
W. E. Home

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. F. Baddeley
Mr. and Mrs. Lionel
Boyle
Mr. H. F. R. Brayne
Mr. F. Bure
Mr. and Mrs. F. G.
Collins
Capt. van Corbach
Mr. G. H. Dann
Mr. and Mrs. W. H. T.
Davis and child
Mr. A. L. Denison
Mr. P. Dow
Col. G. J. H. Evtatt
Mr. J. S. Ezekiel
Mr. R. M. Ezekiel
Mr. A. Forbes
Lt.-Col. A. W. Fraser
Colonel E. H. Gorges
Staff-Surgeon and Mrs.
W. E. Home
Mr. H. U. Jeffries
Major G. R. St. John
Capt. F. Koford
Mr. J. Lanke
Mr. J. E. Lee
Mr. C. W. Longuet
Mrs. C. W. Longuet
Mr. H. Mitchell
H. Von Oertzen
Lt.-Col. The O'Gorman
Hon. H. E. Pollock
Capt. H. V. Pryne
Mr. A. Reed
Comdr. R. M. Rumsey
Mr. J. S. Ezekiel
Mr. A. Sinclair
Mr. A. Findlay Smith
Mr. A. Forbes
Mr. A. P. Stokes
Mr. G. H. Wheeler
Mr. G. H. Windrath
W. E. Home

CRAGIEBURN.

Rt. Rev. Bishop Burdon
Rev. F. Flynn, R.N.
Mrs. Holder
Hon. and Mrs. R. D.
Ormsby
Miss Ormsby
Miss Ormsby
Mr. A. J. Richardson
Mrs. Percy Richards
son
Capt. C. B. Simmonds,
Madame Volpicelli
R.A.

VESSELS IN PORT.

Steamers.
ALEXIA, German steamer, 3,312, H. Knuth,
4th Sept.—Shanghai 10th Sept., General
—Carlowitz & Co.
BENGO, British steamer, 2,751, S. Barcham,
15th Sept.—Shanghai 12th Sept., Mails
and General.—P. & O. S. N. Co.
CARLISLE CITY, British steamer, 1,894, Thos.
Aitken, 7th Aug.—Molli—2nd Aug., General
—Butterfield & Swire.
CHUNSAI, British steamer, 1,418, E. J. Buller,
9th Sept.—Java Ports 1st Sept., Sugar,
Jardine, Matheson & Co.
DEUTEROS, German steamer, 1,001, E. Peter-
sen, 14th Sept.—Saigon 10th Sept., Rice,
—Siemssen & Co.
EMPRESS OF JAPAN, British steamer, 5,904,
G. D. Bowles, R.N.R., 12th Sept.—Van-
couver 22nd Aug., and Shanghai 9th Sept.,
Mails and General.—C. P. R. Co.
GABRIEL, British steamer, 2,691, Wm. Finch,
R.N.R., 6th Sept.—San Francisco 9th
Aug., Honolulu 16th, Yokohama 23rd,
Kobe 30th, Nagasaki 1st Sept., and
Shanghai 4th, Mails and General.—O. &
O. S. S. Co.
GLENFARG, British steamer, 3,647, F. Selly,
13th Sept.—Singapore 7th Sept., General.
—Jardine, Matheson & Co.
HAIMUN, British steamer, 636, W. J. Davis,
14th Sept.—Tamsui 9th Sept., Amoy 12th,
and Swatow 13th, General.—Douglas, Lap-
raik & Co.
HOENZOLLERN, German steamer, 2,039, H.
Kiehnert, 11th Sept.—Yokohama 1st Sept.,
Kobe 5th, and Nagasaki 7th, General.—
Melchers & Co.
HONGKONG MARU, Japanese steamer, 3,385,
W. E. Filmer, 13th Sept.—San Francisco
17th Aug., and Shanghai 11th Sept., General.
—J. S. Van Buren.
JOHN SANDERSON, British steamer, 2,089, J.
Erskine, 6th Sept.—Singapore 30th Aug.,
General.—Doddwell & Co.
KEONG WAI, British steamer, 1,115, R. Uns-
worth, 11th Sept.—Saigon 7th Sept., Rice,
—Yuen Fat Hong.

KONG BENG, British steamer, 862, F. W.
Joslin, 13th Sept.—Saigon 9th Sept.,
Rice.—Woo Kee.
LEGAPE, Spanish steamer, 565, Antonio
Tribar, 4th Sept.—Manila 1st Sept., General.
—Order.
LIGHTNING, British steamer, 2,122, S. H.
Holson, 10th Sept.—Calcutta 25th Aug.,
Penang and Singapore 4th Sept., General.
—David, Sassoon Sons & Co.
MAIDZURU MARU, Japanese steamer, 667, T.
Nagata, 13th Sept.—Amoy and Swatow
12th Sept., General.—Mitsui Bussan
Kaisha.

MAIANG, British steamer, 1,643, J. Kynock,
27th Aug.—Sandakan 20th Aug., Timber.
—Jardine, Matheson & Co.
MONGKUT, British steamer, 859, N. G. Major,
12th Sept.—Bangkok 3rd Sept., Rice,
—Yuen Fat Hong.

PICCOLA, German steamer, 875, E. Schipper,
Sept.—Saigon 8th Sept., Rice.—Chinese.
RIQUIN MARU, Japanese steamer, 2,972, J. W.
Ekstrand, 12th Sept.—Molli 7th Sept.,
General.—Nippon Yusen Kaisha.
ROBERTA, British steamer, 2,039, C. T. Talbot,
R.N.R., 13th Sept.—Yokohama 6th Sept.,
Mails and General.—P. & O. S. N. Co.
SALVADORA, American steamer, 688, J. Goite-
cor, 14th Sept.—Manila 11th Sept., General.
—Brando & Co.
SANDAKAN, German steamer, 1,374, E. Muhle,
2nd Sept.—Sandakan 28th Aug., Timber.
—Melchers & Co.
SUEVIA, German steamer, 4,129, Forck, 14th
Sept.—Swatow 13th Sept., General.—
Siemssen & Co.
SUIKATA, British steamer, 1,776, E. J. Todd,
21st Aug.—Calcutta 23rd Aug., Penang and
Singapore 18th Aug., Opium and General.
—Jardine, Matheson & Co.
TAICHOW, British steamer, 862, P. Primrose,
9th Sept.—Bangkok 2nd Sept., General.
—Butterfield & Swire.

TAIYUAN, British steamer, 1,459, R. Nelson,
3rd Sept.—Melbourne 22nd July, Sydney
20th, Brisbane 1st Aug., Townsville 4th,
Cooktown 6th, Thursday Island 13th, Port
Darwin 17th, and Manila 31st, General.
—Butterfield & Swire.
UNITA, Norwegian steamer, 929, F. Hansen,
12th Sept.—Samarang 1st Sept., Sugar,
Lauis, Wegener & Co.

Sailing Vessels.
CHALLENGER, American ship, 142, Gould, 12th
Sept.—Manila 2nd Sept., Ballast.—Am-
hold, Karberg & Co.
GOVERNOR, Russian ship, 1,627,
Nichols, 21st Aug.—New York 5th May,
Kerosine Oil.—Standard Oil Co.
HUTTON HALL, British ship, 1,989, Thurbur,
9th Sept.—Tacoma 25th June, Flour.—
Order.
JOSEPHUS, American ship, 1,547, P. Gilkey,
30th Aug.—New York 25th July, Case
Oil.—Standard Oil Co.
RETRIEVER, British schooner, 96, Parker, 8th
Sept.—Honolulu 16th July, Ballast.—
Order.

SIMLA, British 4-masted bark, 2,087, Huestis,
25th Aug.—Cebu and Philippine Islands
22nd Aug., Ballast.—Order.
ST. DAVID, American ship, 1,400, Lyons, 16th
Aug.—San Francisco 3rd June, Flour.—
Order.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 15th, 1899.
Alacrité, despatch-vessel, 1,700 tons, 10-6 p.
q.f. guns, 3,000 i.h.p., Commander A. H.
Smith-Dorrien, cruising.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,
Comdr. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H.
Bartlett, 1st class battleship, 13,000 tons, 14
guns, 13,163 i.h.p., Captain Hon. S. C. J.
Colville, C.B., cruising.
Bonaventure, 2nd class cruiser, 4,360 tons, 18
guns, 9,000 i.h.p., Capt. R. H. J. Mount-
gomery, C.B., R.N., Hongkong.
Brish, British cruiser, 1,770 tons, 6 guns, 5,600
i.h.p., Capt. Wrey, cruising.
Centurion, 1st class battleship, 10,900 tons, 14
guns, 13,000 i.h.p., Captain R. J. Jellicoe,
cruising.
Dolphin, sloop, 1,140 tons, 8 guns, 2,000 i.h.p.,
Comdr. C. W. Winnington-Ingram, cruising.
Esk, coast defence gunboat, 363 tons, 3 guns,
200 i.h.p., Lieut.-Comdr. C. Chadwick,
Shanghai.
Fame, twin screw, torpedo-boat destroyer, 402
tons, 5,400 i.h.p., Lieut.-Com. R. Keyes,
cruising.
Firedrake, 3rd class gunboat, 455 tons, 4 guns,
300 i.h.p., Hongkong.
Havock, twin screw, torpedo-boat destroyer,
460 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260
tons, 6 guns, 4,000 i.h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 18
guns, 9,000 i.h.p., Capt. G. Callaghan, cruising.
Humber, storeship, 1,540 tons, 800 i.h.p., Com.
H. J. Davidson, Hongkong.
Hypocrite, 2nd class cruiser, 3,600 tons, 8
guns, 7,000 i.h.p., Capt. H. N. Dudding,
cruising.
Lioness, gun-vessel, 756 tons, 2 heavy guns, 4
6-pdrs, 870 i.h.p., Commander W. W.
Brynhall, cruising.

Orlando, British cruiser, 5,000 tons, Capt. J.
Burke, on route Japan.
Peach, 1st class gunboat, 755 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. P. S. St. John,
Manila.
Pigmy, 1st class gunboat, 755 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. J. F. E. Green,
Shanghai.
Plover, 1st class gunboat, 755 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. S. V. V. De M.
Cowper, Koochow.
Powerful, 1st class cruiser, 14,200 tons, 25,000
i.h.p., Hon. H. Lambton, Hongkong.
Rattler, 1st class gunboat, 715 tons, 6 guns,
1,200 i.h.p., Lieut.-Com. The Hon. G. A.
Hardinge, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4
6-pdrs, 870 i.h.p., Foochow.
Taurus, 1st class cruiser, 4,600 tons, Comdr.
Powell, Hongkong.
Tenedos, coast defence gunboat, 363 tons, 3
guns, 200 i.h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12
guns, 8,500 i.h.p., Capt. A. C. Clarke,
cruising.
Victorious, British battleship, 14,900 tons, 32
guns, 12,000 i.h.p., Captain A. Schomberg,
cruising.
Waterwitch, surveying vessel, 620 tons, Com-
mander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer,
220 tons, 6,000 i.h.p., Lieut.-Comdr. E.
Kelly, cruising.
Wivern, coast defence ship, 2,750 tons, 4 guns,
1,000 i.h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35,
36, 37 and 38, first-class; and 3 second-class
boats.

Miscellaneous.
Etna, Italian cruiser, 3,530 tons, Capt. G.
Giordano, Shanghai.
Katherine, Austrian cruiser, 4,064
tons, 9,000 i.h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr.
Cunha, Macao.
Strenbali, Italian cruiser, 3,359 tons, Captain
Cantantini, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.
The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser,
5,000 tons twin screw, 35 guns, 9,500 h.p.,
Comdr. Molen, at Port Arthur.
Albatross, Russian gunboat, 810 tons, 8 guns, 760
h.p., Captain Elksky, at Vladivostok.
Nabre, Russian gun-vessel, twin screw, 950 tons,
13 guns, 1,150 h.p., Captain Poyonant, at
Nagasaki.
Dmitriy Donskoy, Russian armoured cruiser,
5,895 tons, twin screw, 34 guns, 7,000 h.p.,
Com. Witthoff, at Vladivostok.
Gaidamak, Russian gunboat, 400 tons, twin
screw, 18 guns, 3,500 h.p., Capt. Serebren-
nikoff at Vladivostok.
Gremiatichy, Russian armoured cruiser, 1,492
tons, twin screw, 12 guns, 2,000 h.p., Capt.
Bouffenoit, at Port Arthur.
Koreytze, Russian cruiser, 1,200 tons, 9 guns,
2,150 h.p., Capt. Serebriankoff, at Port
Arthur.
Krysser, Russian cruiser, 1,300 tons, 18 guns,
1,800 h.p., Capt. Zvinsky, at Singapore.
Mandury, Russian cruiser, 1,213 tons, twin
screw, 14 guns, 1,500 h.p., Capt. Kachafioff,
at Vladivostok.
Navarin, Russian battleship, 10,000 tons, 10
guns, 9,000 h.p., Captain Teniche, at
Vladivostok.
Nagasaki, Russian cruiser, 1,334 tons, 14 guns,
1,800 h.p., Capt. Zarine, at Port Arthur.
Odnabry, Russian armoured cruiser, 1,490 tons,
twin screw, 12 guns, 2,000 h.p., Captain
Coppanoff, at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36
guns, 8,000 h.p., Captain Virentin, at
Vladivostok.
Rosita, Russian armoured cruiser, 12,300 tons,
Capt. Odnobryoff, at Port Arthur.
Rurik, Russian torpedo gunboat, 1,940 tons, armoured
twin screw cruiser, 1st class, 44 guns,
13,500 h.p., Capt. Group, at Port Arthur.
Silatch, Russian gunboat, 4 guns, 1,200 h.p.,
Capt. Barronoff, at Vladivostok.
Sislov Veliky, Russian battleship, 10,000 tons,
10 guns, 8,500 i.h.p., Capt. C. Parenayoff,
at Port Arthur.
Stevich, Russian gunboat, 950 tons, twin
screw 13 guns, 1,200 h.p., Capt. Astromoff,
at Port Arthur.

Vladimir Monomach, Russian cruiser, 6,000
tons, twin screw, at Port Arthur.
Voloch, Russian torpedo gunboat, 4 guns, 650
h.p., Com. Melchouky, at Vladivostok.
Vladik, Russian torpedo boat, 400 tons, 18
guns, twin screw, 3,500 h.p., Capt. Rogulf,
at Vladivostok.
Yakov, Russian gunboat, 16 guns, 890 h.p., at
Vladivostok.
Zababka, Russian cruiser, 1,230 tons, 20 guns,
2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borge, 1st class, Russian torpedo boat, 61 tons,
3 guns, 2 torp tubes 1,100 h.p., speed 21
knots.
Revel, 1st class, Russian torpedo boat, 66 tons,
3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Suezburg, 1st class, Russian torpedo boat, 69
tons, 3 guns, 2 torp tubes 780 h.p., speed
19 1/2 knots.
(1st and 2nd class.)
Forst, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Janichich, Russian torpedo boat, 87 tons, 4
guns, 2 torp tubes, 10 knots.
Neben, Russian torpedo boat, 85 tons, 4 guns,
1,200 h.p., 22 knots.
Novorossiysk, Russian torpedo boat, 87 tons, 4
guns, 2,000 h.p., 22 knots.
Podoranski, Russian torpedo boat, 23 tons, 1
gun, 220 h.p., 16 knots.
Stik, Russian torpedo boat, 23 tons, 1 gun, 220
h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Spotich, Russian torpedo boat, 87 tons, 4 guns,
2 torp tubes, 10 knots.
Steriald, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Strass, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sungurt, Russian torpedo boat, 140 tons, 4
guns, 1,800 h.p., 22 knots.
Usuri, Russian torpedo boat, 140 tons, 4 guns,
1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexeieff.
Flagship of Rear-Admiral F. W. Dubosoff.
Flagship of Rear-Admiral Reunoff.

THE FRENCH SQUADRON.

Aigle, French gunboat, 463 tons, 6 guns, 453
h.p., Captain Journot, at Saigon.
Bayard, French flagship, 5,968 tons, 36 guns,
4,500 h.p., Capt. Jaussat, at Yokohama.
Bretagne, French cruiser, 1,246 tons, 14
guns, 895 h.p., Captain Ternet, at
Yokohama.
Brus, French cruiser, 4,750 tons, 16 guns,
8,800 h.p., at Saigon.
Camille, French gunboat, 475 tons, 6 guns, 631
h.p., Captain Simon, at Saigon.
Decarier, French protected cruiser, 3,085 tons,
36 guns, 631 h.p., Captain Bernard, at
Nagasaki.
Edouard, French cruiser, 1,698 tons, 15 guns,
2,408 h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 2,321 tons, 23 guns,
2,774 h.p., Capt. Delort, at Nagasaki.
Infernet, French cruiser, 2,321 tons, 23 guns,
2,774 h.p., Capt. Delort, at Nagasaki.
Jean Bart, French cruiser, 4,500 tons, 10 guns,
8,000 h.p., Capt. Aubin, at Foochow.
Lion, French gunboat, 473 tons, 8 guns, 376
h.p., Capt. Ainet, at Shanghai.
Pascal, French protected cruiser, 3,085 tons,
36 guns, 9,000 i.h.p., Capt. de Briellet, at
Manila.
Pluvier, French despatch-boat, 541 tons, 4
guns, 500 h.p., Comdr. Vidal, Bangkok.
Surprise, French gunboat, 627 tons, 10 guns,
860 i.h.p., at Saigon.
Triumphante, French armoured cr., 4,700 tons,
24 guns, 2,400 h.p., Capt. B. de Briellet, at
Saigon.
Vauban, French flagship, 6,150, Capt. Boutet
at Haiphong.
Vipère, French gunboat, 463 tons, 6 guns, 441
h.p., Comdr. Constalle, at Bangkok.
† Flagship of Rear-Admiral Gigault de
Bedollier.

THE GERMAN SQUADRON.
Cormoran, German cruiser, 1,640 tons, 14 guns,
2,700 h.p., Comdr. Brunsat, at Friedrich
Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns,
9,000 h.p., Capt. Felchenius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38
guns, 5,360 h.p., Capt. Plachet, at Seoul.
Irene, German cruiser, 4,400 tons, 22 guns,
8,000 h.p., Capt. Obentimer, at Foochow.
Kaiserin Augusta, German cruiser, 6,000 tons,
12 guns, 12,000 i.h.p., Captain Gulich, at
Manila.
Kaiser, German flagship, 7,676 tons, 28 guns,
7,800 h.p., Captain Siubenrauch, at Wei-
hai-wei.
Moeve, German surveying vessel, 970 tons,
Captain Korvetten, at Amoy.
Prinzess Wilhelm, German cruiser, 4,400 tons,
22 guns, 8,000 h